

JULY 2018

# The National *Falcon* News

MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1965 Futura Convertible  
Wally Peterson  
Farmington Hills, Michigan

ON THE COVER

**Wally Petersen (FCA #8226)  
Farmington Hills, Michigan  
1965 Falcon Futura Convertible**

FCA Board Member Wally Peterson's convertible sits in front of the Ford world headquarters in Dearborn, Michigan. Through his early career with Ford, he wanted a classic car to work on and enjoy but Ford kept him on the move and made ownership almost impossible. Wally mentioned one day to his wife Judy that he'd found a Falcon to look at. That look turned into a negotiation and soon thereafter, Wally had his classic car.

Originally, the plan was to restore everything on the Falcon to its original form, but over time and with the difficulty of finding the original color scheme, Wally began rebuilding the Falcon. Now with over 20 years of ownership, the convertible has become a member of the family. When Wally's daughter married, she traveled from the church to the reception in the Falcon.

Read the rest of the story titled "My First Classic Car" on page 16.



FROM THE EDITOR

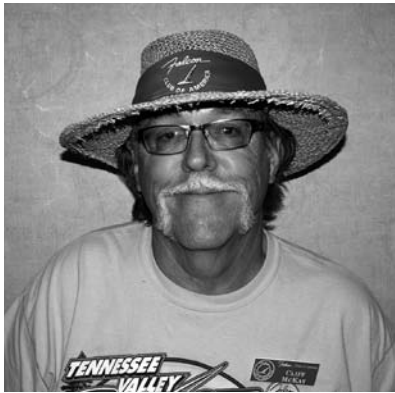
Do you and your Falcon have a story to tell? Do you have a cover-worthy photo of your Falcon? The rest of the Falcon family would love to see it read about it. Cover photos need to be high resolution digital photo, 300 dpi and 8 x 10 inches. Do you have any old Falcon articles, related clippings, or old family photos of a Falcon and your family you could share with our readers? Send your photos or articles to the Editor by email or mail us a CD or DVD to the addresses at the bottom of the page. If you have questions, send them to me in an email.

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## PRESIDENT'S MESSAGE



Cliff McKay  
FCA President

WOW! Spring is done and summer's in full swing! Man is it REALLY time for another great National Meet? Hope all of you have planned well and are ready to hit the roads for our 39th National FCA Meet in Wichita, Kansas. I can guarantee you a warm reception in my home town, at least 90° F. Please remember your sun block, suntan lotion, popups, and cool hats.

There is no doubt summer really is the very best time of the year for local chapter members to cruise around their areas looking out for new Falcons and prospective new members. Invite folks to join in your local events to enjoy our great Ford cars, trucks and vans. Friendly fellowship is hard to beat and is also a great recruiting tool. Don't forget to hand out FCA business cards or even to pass along an older copy of our FCA magazines, if available. Don't forget to take those kids to car shows too!

I hope all FCA members are aware that you can attend the Business Meeting on Saturday afternoon during the National Meet; this is when your votes are cast for President (one year term), Vice President (one year term), and a new Director (five year term). Items that affect our club's operation may also be voted on at this time. Speaking of officer positions, we're always looking for interested members to volunteer. Approval for our 2019 40th National in Winter Park, Colorado has been granted and a presentation will be shown during this year's National Meet. As usual we will also be open for presentation plans from a chapter, or chapters, who are looking at hosting the 2020 41st National in Somewhere, USA.

*"I hope all FCA members are aware that you can attend the Business Meeting on Saturday afternoon during the National Meet."*

The FCA continues to encourage members to help others who are interested in restoring or acquiring a Falcon for their very own. It never hurts to spread the word on our great club and its many benefits.

Group travel caravans to National events are usually lots of fun and help build a true sense of camaraderie between FCA members. I highly recommend member participation, as it builds new friendships and renews old acquaintances. It also ensures safety in numbers while traveling. Plus, other FCA members are available to lend a helping hand if a problem should arise along the way.

Time is running very short, so be sure that you have made your registration for the National Meet. The event hotel facilities are very close to sold out as I write this so we should have a large turnout. If you find the hotel booked, remember that cancellations may open up rooms. Please take care traveling to and from our National Meet. Do not take chances, or push you or your Falcons beyond reasonable limits. Reminder: if those tires are over eight years old, I highly recommend new ones, even if the ones you have may still look great.

Take care and remember each day is indeed a "present." May God Bless! Hope your summer of 2018 is full of fun for your family. Enjoy flyin' those birds safely down America's highways and byways!

—Cliff McKay (FCA #7987)  
Peck, Kansas

# Race to the Clouds

A two-part series by Ronnie Crawford

## The “Mighty” Sprints to the Summit



Every summer out here in Colorado, there is a hill climb. It's the biggest hill climb in the world—the annual Pikes Peak International Hill Climb, sometimes called “The Race to the Clouds.” Competitors can race anything from a motorcycle with a sidecar, a Baja truck, a quad, a full race four wheel drive Rally car or a vintage sedan. If it has an engine and at least two wheels, there's probably a class for it. They've been racing up the mountain since 1916. This is the 89th year. It's the second oldest race in America, second only to the Indianapolis 500. Men and their machines—who the heck decided to race up a mountain?

The Race to the Clouds is a timed event starting at 9,500 feet and finishing at the summit of Pikes Peak at 14,110 feet. The cars are green flagged at the start, at one minute intervals. There is constant radio contact among safety crew members in case of an emergency. There are seldom any major problems, maybe a spinout or over correction. Almost everybody stays on the road. At one point there is a 1,700 foot drop off. That part of the road has an old school hand-built,

guardrail made of rocks and cement. The racers know it as the Bottomless Pit. 2010 was the last year for a combination of pavement and dirt surface. For 2011 the road will be paved to the top.

Keith Davidson of Golden, Colorado, a local FCA member, has always longed for a 1963 Falcon Sprint. He was a member of the local chapter of the Shelby American Club. He entered an open track event—no passing except on straights—sponsored by the Colorado Exotic Car Association—with his 1965 Mustang GT Fastback. It was a 289 four speed car. He enjoyed the racetrack experience. He had taken his Mustang for tune-ups at a local race car shop called Evergreen Performance Systems. They had done a little work on his car and most of their clients race Mustangs. Keith has some of the best guys in the country right at his doorstep. They've got a dyno and the latest trick stuff; they tune and build Ford cars from all over the world.

With Keith lusting after a 1963 Falcon Sprint, he asked Walt and Chip, the owners, if they would build a 1963 Falcon for him. They were excited about it and considered the '63 Falcon to be a prototype for the Mustangs that





they have been working on. Now the only problem was that Keith needed to find one.

Keith's pursuit of a 1963 Falcon Sprint began in 1995. It had to be a Sprint! He checked a few cars locally with no luck. So, he ran an ad in *The National Falcon News* and got a call from a guy with a '63 Sprint for sale. Keith asked him where the car was located. Wow, the car was

here in Colorado, about 30 miles south of Denver. They set up an appointment and Keith drove down to Louviers, Colorado.

That is when he met Lenny Kellogg, the seller of the black Sprint. He drove the Sprint around the small town of Louviers and was excited about the car. They agreed on a price and finally the car that he had wanted for so long, a 1963 Falcon Sprint, was his.

The Sprint was a black on black four speed car. Keith drove the car on the street for two years while racing on the weekends. He named his Falcon "The Mighty" because it wasn't.

Keith is the 2009 and 2010 hill climb champion for Vintage Stock Class while driving The Mighty. There are two classes in the Vintage division, Stock and Modified. These cars in both classes must be 1981 and earlier. Typical cars in these classes are the Camaro, Challenger, Mustang, Barracuda, Corvette, Comet, Cougar, and Falcon. You can race any stock bodied car as long as it is older than 1981. In the modified class, of Vintage division, just about anything goes. The current modified champion is Doug Mockett driving a 1954 Oldsmobile Rocket "88" sedan. It's a lightweight car with a tube frame and full race NASCAR engine. How wild is that?

In his first year, 2008, Keith was runner-up in Vintage Stock class, and winner in 2009 and 2010. Keith is "King of the Mountain." Usually, only an Unser wears that crown.

Before he chose to conquer Pikes Peak, Keith's first 10 years of racing was done on closed circuit, road-race courses from coast to coast. He has raced at Limerock (CT), Hallet (OK), Miller Motorsports Park (UT), Pikes Peak Int. (CO), Portland Int. (OR), Willow Springs (CA), and Phoenix (AZ), among others. Keith approaches the



racing situation from a "sleeper" standpoint. On the first practice, he goes slow, drives the course and runs on used tires and 7 inch rims. As practice goes on, he steps up the speed and intensity. On Sunday, for the feature event, he puts on the "sticker" tires—new tires, never run. The race day combo is 15 x 8 Torque Thrust Ds with Goodyear Blue Streak road race tires.



*"Mighty" was so named because it wasn't. Unrestored street cars make good race cars. This Sprint was driven in the Denver area for decades. Davidson photos*

There are four or five races on a weekend. Sunday afternoon is the feature event. He spends his time in the races prior to the main race, figuring out the track and tires while watching the other drivers and how they are handling in the corners and the straights, watching the competition and assessing them. By the time for the finals, he is ready and knows and understands his competition and the track.

Keith wants "The Mighty" to look as close to stock as possible. He's a stickler about that. The Mighty has all of the original chrome and emblems in place, including the original Sprint horn ring. He could cut the wheel wells but chooses to massage them only slightly for a stock appearance—can you say "sleeper?" In the earlier years, once he retired the car from the street he used to tow his car on a trailer with an old Ford truck with a busted gas gauge. He carried extra gas in cans, just in case the tow vehicle ran out of gas. The mufflers on the truck were blown out with no air conditioner or other amenities. He towed The Mighty for years with this dubious combo. He says that people would point to the truck/race car combination and laugh at him as he entered the race track. Little did they know. After several years of this he bought a reliable diesel truck with which he can use to tow.

—Continued on page 6

# The “Mighty” Sprints to the Summit

(Continued from page 5)

As an example of looking stock, lightweight Lexan windows were installed for a considerable weight savings. In auto racing, cutting pounds is key to going faster. Keith didn't like the way the Lexan windows looked and it wasn't stock. So he put the original heavy FoMoCo glass back in. All of the original door and window handles are in place and function as they are supposed to. There are a couple trick bends in his roll cage to clear the original handles and to clear the windshield wiper motor under the dash. Yes, the windshield wipers work.

The competition has a low expectation of The Mighty because of its original appearance, an historical utilitarian economy car mindset and the scarcity of Falcons on the racetracks.

Keith describes his beginnings in racing as a “boy and his pony.” Walt Hane of EPS is the “Zen Master” as Keith puts it. Walt is the 1966 S.C.C.A. National Champion in B production driving a Shelby GT 350. Walt and his son Chip, have been tweaking these small block Mustangs since the 1960s. They are the Masters. Walt's race car development program stresses that the car and driver should develop together. The development program is as follows in the order of importance:

1. Brakes and safety
2. Driver development
3. Wheels, tires, suspension and chassis set-up
4. Gearbox & shifting
5. Motor last

This sequence applies to both small and large budgets and must be followed no matter what the time frame.

At first, Walt and Chip built The Mighty with stronger brakes and springs and slight beefing of the unibody. The first engine was a basically stock 260 with a two barrel carburetor. He practiced and competed with this beginner car and engine. As Keith improved as a driver, a better car was developed. He ran with the “back markers,” sports car talk for the slow cars in the back of the pack, for years while gaining experience.

After blowing up his original 260 motor, he installed a “well-used” 289 motor from an old Jeep. He raced the 289 for one season and it blew up at the Enduro, the Fall race at Pueblo. At that point, Keith told Walt, “I'm ready to make this a race car.”

Walt replied, “Take the car to the alignment shop and get it squared up. Strip all of the glass, interior, chrome, handles, rubber, and suspension parts off of it. Gut it completely. Unbolt everything that will unbolt. Take it to Golden Metal Stripping and then bring it to me.”

The body was dipped to get all of the undercoating, sealer, paint, and Bondo off of the metal. It was dipped in a caustic solution for one week. The body was not acid dipped. After dipping, the car was put on a rotisserie at EPS where sheet metal, wheel openings, shock towers, jack points and other areas were modified and strengthened.

An eight point chrome-moly roll cage is custom fit in the Falcon to clear all window cranks and the wiper motor. It's very well done.

An original Ford export brace, Monte Carlo bar and under engine brace were added for front end strengthening. The car is painted in PPG epoxy Wimbledon White. The car is painted white with three numbers in tribute to the original Monte Carlo Falcon Sprints of 1963.

After four years of racing, it was decided that Keith was ready for a 289 race motor, built to 1965 Cobra specs. Each year more and more horsepower is found in the little 289. At this point, horsepower is 400 plus. The car weighs 2800 pounds in race trim.

Keith uses a 1965 289 iron block bored .040 over. The oil galleys going to the top end of the block are restricted to give crankshaft priority oiling.

The bottom end of the motor has to be bullet-proof. This is because the bottom end helps to accelerate and decelerate the car. The bottom end is girdled. An engine girdle ties the crank end caps and the block together to avoid flexing and contorting under extreme pressure. In a road-race car, the engine helps you slow down, along with the brakes when approaching a corner, i.e. downshifting. In an average race, the transmission will go through 1,500 gear changes. Hence, the need for an engine girdle.

The 1965 289 iron block has a forged steel Lunati crankshaft, forged Trans-Am-length, steel rods and custom pistons with racing rings, an Aviad 10 quart oil pan, along with a stock Ford oil pump, which has been blue printed and safety wired, keeping the engine lubricated. A Holman and Moody, aluminum high rise single four BBL manifold tops out the motor. The carb is a Holly 600 CFM fully spec'ed out on the dyno by EPS. It has vacuum secondaries that keep the motor from bogging down when accelerating out of a corner. The camshaft is a ¾ race grind, not too crazy, with flat tappet lifters. Roller lifters are not allowed per 1966 SCCA specs.

1965 289 iron heads are used. Porting and larger valves are allowed. The Mighty uses the original chrome Sprint 260 valve covers and a timing chain, not

—Continued on page 8

## CALENDAR OF EVENTS

To be included in our Calendar of Events and listed on our website, be sure and send your upcoming FCA event information to both [fca.editor@yahoo.com](mailto:fca.editor@yahoo.com) and [admin@falconclub.com](mailto:admin@falconclub.com).

**JULY 18-21, 2018**

### **FCA NATIONAL MEET • WICHITA, KANSAS**

Hosted by Wheat State Chapter; Use form on wrap to register.

**AUGUST 17-18, 2018**

### **NORTHEAST 20TH ANNUAL REGIONAL • WARWICK, RI**

Hosted by Northeast Chapter; Use form on wrap to register.

**AUGUST 31-SEPTEMBER 1, 2018**

### **CAROLINAS REGIONAL • KANNAPOLIS, N. CAROLINA**

Hosted by Carolinas Chapter

**JULY 2019**

### **FCA NATIONAL MEET • WINTER PARK, COLORADO**

Hosted by Mile Hi Chapter

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## The “Mighty” Sprints to the Summit *(Continued from page 6)*

gears, and a stock 1963 front cover for a stock look. The radiator is a big block Galaxie unit with an integrated oil cooler. Oil and water temps are comfortable at 240–260 degrees for oil and 210–220 for the water. The Galaxie unit gets the job done.

The transmission is a Ford iron case “top-loader.” It’s a close rate unit with a 2:32 first gear. A-1 Transmission in Denver inspects the transmission after every race. A lightweight aluminum flywheel is used and a Hurst Competition Plus shifter tops out the unit. A standard steel drive shaft connects everything to the narrowed nine inch Galaxie big tube housing. Ratios may vary from track to track from 4:11 to 4:88s. Mark Williams 28 spline axles are used along with a Detroit Locker. All of that makes for a pretty stout unit.

Shelby 10 x 2½ inch brake drums are used on the rear. These are stock Fairlane station wagon rear brakes. That’s where Shelby got ‘em from, right out of the Ford parts bin. 11” Ford disc brakes are used up front. Steering is achieved through a quick ratio, 16 to 1, steering box shortened to work in a Falcon.

The Mighty’s exhaust headers have advanced from the old 1960s Tri-y’s through many systems to a new Tri-y type with a unique design for Keith’s specific engine configuration. They make more horsepower everywhere, with a desired peak, up in the middle of the important RPM mid-range, for improved launch out of the corners. Even the exhaust pipes and mufflers have been tuned for a considerable horsepower increase. Yes, they run through the mufflers, Flowmasters.

The Mighty has an EPS suspension package, which includes front A arms, springs, Koni shock absorbers, sway bar, rear springs, pannard bar and traction control. The pannard

bar links the differential to the frame and prevents the rear from moving laterally with the leaf springs.

One of the most unique aspects of the suspension package is factory A arms which have been strengthened and reconfigured to promote tire clearance and improved suspension geometry. They look completely stock.



*Keith and The Mighty after setting a Pikes Peak Hill Climb record for the Vintage Division in 2009. Davidson photo*



*Steering Box, master cylinder and shock tower*



*Shock tower reinforcement*



*Narrowed springs and mount*



*Roll bar with headrest*



*Pannard bar and rear end stabilizer*



*Race prepped 289 block*



*Disc brakes with ducting*



*Dashboard with Sprint steering wheel*



Suspension is soft and compliant and designed for the weight of these cars to:

1. Allow the body to roll.
2. Keep the tires on the ground.
3. Front alignment set at five degrees caster promotes weight transfer from the outside to the inside tire.

When the car is loaded to the outside corner, the alignment and suspension transfers the weight to the inside tire which increases grip on the front two tires.

The Mighty uses a one inch sway bar on the front and a pannard bar and traction control on the rear. Narrowed leaf springs are used on the rear for better tire clearance.

Working under 1965 rules and using 1965 parts is an engineering challenge that Keith relishes. It is very limiting and forces you to seek horsepower and handling in places that you thought you had exhausted. It also puts more emphasis on driver skill.

The Pike's Peak race is a weeklong experience. On Tuesday, drivers and cars are registered and go through a technical and safety inspection per USAC rules. At 5:00 PM the mandatory drivers meeting is held. On Wednesday they practice on the top one-third of the racecourse, approximately 13,000 feet to the summit at 14,110. The cars are allowed to practice from 5:30 AM (sunrise) until 8:00 AM. Then the road is opened



*Keith Davidson's 1963 Sprint followed by Robert Ames' 1966 Porsche. Mike Rogers photo*

to the public so that they can drive to the summit. On Thursday morning, from sunrise to 8:00 AM, the racers practice on the bottom third of the course. This is approximately 9,500 up to 12,000 feet. Friday morning, they practice on the middle section, called the "Ws," approximately 12,000 to 13,000 feet. Practice is over at 8:00 AM, and again the road is opened to the public. There is no practice on Saturday and all cars get their final tune-up. Saturday evening, the top qualifying cars in each class are put on display in downtown Colorado Springs, right on the main drag. Over 20,000 people make this event a true street party in celebration of the hill climb.

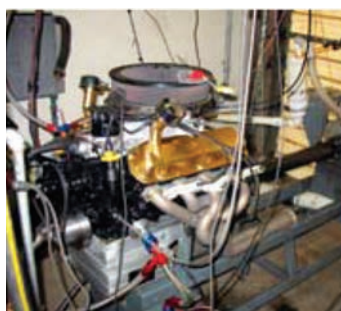
The race day experience is a thing of beauty, akin to a religious experience—something you'll never forget. It's rise and shine at 2:00 AM. The race cars and equipment are all ready from the night before. Race cars go up to the starting line first and must be there before 4:00 AM, when the spectator gates open.

The spectators have a very similar regimen. Having slept in their cars all night they wait for the gates to open at 4:00 AM to begin the trek up the hill. Spectators drive the course to stake out a spot on the hill and get their cameras, lawn chairs and beer coolers ready.

The line of spectator cars goes down the mountain from 9,500 feet to 7,000 feet. It's a solid stream of headlights up the mountain as they navigate to their favorite vantage point along the course. The course is 12.5 miles in length with people at every turn. People come from all over the world to spectate and race. Rodney Woolnaugh, and his son Grant, both from Tasmania, Australia came in 2010 and helped Keith with his race car. The Woolnaughs race a 1963 Falcon, down under. The Falcon community is so much larger that we can imagine.



*Front sway bar and mount*



*Ford engine on dyno*



*Headers and parts bin*



*10 quart oil pan*

*—Continued on page 12*

## FALCONS FOR SALE



1963 Falcon Futura convertible, red car with new black top, bucket seats good, six cylinder, 200 ci with rebuilt four speed U joints brakes wheel bearings gas tank, radiator, A/C, water pump, ???, carpet, tires all new and more. Exhaust duels. John, 910-399-3144 or 201-757-6583. Drive it home, \$12,000 OBO. NC. 180704



AND...a 1963 Falcon Futura convertible, red car with black top, very good bucket seats, good four speed, new clutch. Six cylinder 200 ci with rebuilt U joints, wheel bearings, brakes, gas tank, radiator and A/C, water pump, fuel pump, distributor, carpet and more. John, 910-399-3144 or 201-757-6583. \$12,000. NC. 180704



1963 Sprint convertible, red with black top, 302 V8, C4, auto. Stored in climate controlled garage, drives well, runs good. Has newer radiator, shroud, gas tank, exhaust, battery, front disc brakes, rear brakes and cylinders and more. Needs very little. Harry at southernwoodcraft@gmail.com, 770-533-1321, \$19,000. GA. 180624



1963½ Ford Falcon Futura convertible, restored inside and out to factory specs. Corinthian white with red interior and black rag top, bucket seats, original rebuilt six cylinder and four speed on floor (rare combo). Runs and drives great. \$27,000. Call Doug, 573-380-1880. MO. 180508

1965 Futura Convertible, 200/C-4, older restoration, but looks good; Rangoon Red paint, with black interior, lots of recent mechanical work and great cruiser; \$12,995; 1965 Ranchero, 302/three speed; great body, needs driver's floor, good running 302 included, \$3,500. 1964 Futura convertible, 200/C-4, good runner, mechanically sound, Guardsman Blue, looks good with new driver quality paint, needs interior, \$9,995. 1964 Futura Hardtop, 260/three speed, but we have a T-10 or Toploader for it, with the blank column, mount and floor cover, needs total restoration but will look great with OEM red paint and black interior; price with transmission conversion: \$3,995. 1963 four door Deluxe, 170/three speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964. CO. 180723

1965 Sprint, \$2,500; 1965 Futura hardtop, \$800; 1965 Futura convertible, four speed, \$1,500; 1964 Futura hardtop, bare body in primer on rolling chassis, including many interior and exterior parts, \$6,400; 1964 Futura convertible, \$1,000. 1964 Sprint 289 V8 with headers and floor shifter, bucket seats, \$2500; 1964 Futura hardtop with Comet dash and 302 V8, three speed, \$2500; 1963 Deluxe Station Wagon, \$1,500; 1960 two-door Comet, \$500. JL Branson, 4097, Hwy T, Marthasville, MO 63357, 636-228-4501 or jlwbranson@mail.win.org. 180520

## FALCONS WANTED

Looking for a 1963 Super Deluxe Squire Wagon, body number 71D, in good driving condition. See photo on page 20 of this issue. The ideal car would have a V8 and manual transmission. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 180511



## PARTS FOR SALE

260 engine with automatic transmission. Eight inch rear end with five bolt wheels. Rear quarters for 1964 four door. Five bolt front end with power steering. 1963-64-65 taillights. Body side chrome, generators, starters, pulleys, inside and outside chrome for windshield. Much, much more. Bob, 806-683-3550. TX. 180716

Four P205/75R14 tires, new, on American Racing aluminum wheels, four-lug, 4.5" bolt pattern (from our 1963 Futura), \$400 complete. Pick up only. Photos available upon request. Please contact Hank Augustyn, 810-357-2693, autoslim@hotmail.com. MI. 180714

Parts for 1961 Falcon with standard shift transmission: clutch housing, good starter, bolt holes flywheel with good starter, ring gear driveshaft with good "U" joints, used clutch disc, pressure plate, good used front hubs, brake drums, 13" wheels, four and five lug with P185-80R-13 tires. Call Hugh Blackstock, 770-536-4155. GA. 180706

1964 C4 five-bolt bellhousing 289 block standard bore with .003 taper, Magnafluxed and "baked," \$400. 1965 289 ready to run C5AE block .040 over, flat-top pistons, parallel decked .012 deck height, Erson 351 cam, GT40 heads, Scorpion roller rockers with front cover, pan, oil pump, dampener. \$2,500. Contact Mike at msgarrett35@Reagan.com or 301-803-0433. MD. 180619

Dagenham four speed transmission. It was used in a 1964 Falcon Futura with 170 six cylinder engine, \$450. Contact Jerry Bushnell at bushnelljl@gmail.com or 865-207-7189. TN. 180726

NOS: 1960 grille, \$195, 1961 grille, \$295; 1961 headlight doors, two lefts, \$95 each, 1960 deluxe wheelcovers, 13 inch, \$195 set of four, 1962-63 Deluxe-Squire wheelcovers, 13 inch, \$195 set of 4. Also good used 1962-63 Deluxe Squire wheelcovers, \$40-100 per set based on condition. 1962-63 Squire wood grained gas cap, in the box, one left, \$250. 1962-63 stainless gas cap for a Squire wagon NOS, \$195; New 1965 hardtop bucket seat upholstery, Palomino, front and rear seats; \$300 for the set. Nice Used: (three) Sprint tachs, tested and working \$195-495 each. Good 1960 grille with a scratch, \$155; (two) 1961 grilles, \$150 and \$225. 1963 headlight doors, \$50-\$95 a pair; 1962 grille in good shape, \$395; nice headlight doors, with shelf wear, \$95 ea. Re-chromed interior windshield trim for hardtops and

convertibles: three piece set, \$250-\$450 exchange. Good used hardtop windshield trim, \$175, driver quality; 1964-65 six cylinder power steering system: stored outside and will need work; VERY RARE; \$495 as is. Convertible bucket seats with correct seat tracks/risers, in need of total restoration: very nice blue, \$800. 1966-67 power steering system: steering box with straight through shaft, complete lower linkage, no pump/pulleys/brackets, \$495 as is; may fit 1968-70 as well. Two Narrow Pattern Toploader four speeds; one for a 1964½ Mustang; can work in a Falcon but needs the Falcon tailshaft housing, this trans is rebuilt \$995. One Narrow pattern toploader with both Mustang/Falcon patterns, has a chipped second gear, but turns freely, with a factory shifter, \$495. Single chrome Ranchero trim set, \$595, no gas cap, but they are reproduced now. 1962-65 trunk locks, good used with serviced locks and new keys, \$95-\$195. 1961-70 Station Wagon tailgate cranks with serviced locks and new keys, \$100-\$450; 1966 Ranchero toppler; RARE survivor, needs work, \$200 as is; 1964-65 Futura door badges, repainted plus good chrome, \$20 a pair. 260 V8 front fender emblems, good used, repainted, \$30 per pair; 13" and 14" wire spinner hubcaps, all grades: restored, good used, and driver quality, levels #1-4, \$150-\$550 per set based on condition. 260 builder, long block, with front cover+ valve covers, build code: 3F18Z (maybe a 2, not Z?) ran great but smokes, \$200; two speed V8 Ford-O-matic, shifts nicely, complete with linkage and starter, \$300; local pick-up for the engine and trans. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts, please call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, or visit us at www.kelloggsgarage.com CO. 180723

**Contact: Jerry Bushnell @ bushnelljl@gmail.com or (865) 207-7189. ALL N.O.S.** C0DZ-3047-A, upper control arm shaft kit, \$65. C0DZ-3350-B, steering arm and bushing, \$95. C0DZ-3049-A, upper ball joint spindle support, \$65. C0DR-7A039-B, trans. ext. assy., \$75. C0DZ-2128-A, wheel cylinder repair kit, \$5. C0DF-13304-A, turn signal plate, \$30. C0DZ-1126-B, rear brake drum, \$130. C0DF-13206-B, front park/turn signal lamp housings, \$200 for the pair. C0DF-5630-C parklamp lens \$24. C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DF-11654-C headlamp switch, \$90. C0DZ-7210-B shift selector lever, \$55. C0DZ-9A586-A and B carb rebuild kits, \$60 each. C0DD-5A283-F, exhaust hanger, \$50. C0DF-12370-A, Autolite vacuum control, \$36. C0DZ-9155-A, Autolite FG-4 gas filter, \$15. Much more. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 180705

—Continued on page 14

## The “Mighty” Sprints to the Summit *(Continued from page 9)*

The excitement on race morning is electric and the sunrise on Pike’s Peak is too cool! It’s a clear, crisp, sunny day, with the scent of pine trees and race gas wafting through the air—the sweet smell of race day. The big rigs are unloading the Unlimited Class cars, engines are warming up, racers are getting ready and making their final adjustments. The adrenaline is at a fever pitch. It’ll ‘bout make your heart jump out of your chest.

The paddock is in the pine forest at the starting line, 9500 feet. Numbered white paper plates are attached to the pine trees to designate your pit area. Generally the cars get the same pit area year after year. The race cars, except the Unlimited Class, have to all drive up to the starting area in the dark to precede the spectators. There’s a drivers meeting early Sunday morning. Many times at these meetings, previous race winners and notables are in attendance such as Andretti, Unser, Dallenbach, Papis, Groendike, Parnelli Jones and Pete Brock. Wow! What a strong fraternity of racers!

9:00 AM is race time. Spectators mob the race cars at the starting line. The Vintage Class Stock

cars race first, in qualifying order. The cars leave at one minute intervals. As the cars leave the starting line, they fishtail for 50 or 100 feet before getting traction and soon disappear around the corner. The different classes continue to race throughout the day. At anytime, the “big boys,” the Unlimited Class, can decide that NOW is the best time of day for them to achieve their fastest time. They pre-empt all other classes. Racing is stopped and the Unlimited cars pull to the starting line. They get to decide when to race because they are the feature cars, the fastest, and they get the newspaper headlines. Some of the factors that the Unlimited Class crew chiefs take into account for this decision are temperature, track conditions, winds, and approaching weather. For the last several years the Unlimited Cars have been trying to break the ten minute barrier. Maybe this is the year? After this pre-emptive strike, racing continues for the remaining classes.

At about 2:00 PM it usually snows or rains on the mountain. Racing is usually concluded by 3:00 PM. All of the race cars that have



*The Mighty and E-type*



*Spectators are an integral part of the Pikes Peak International Hill Climb. They line the course and congratulate the drivers as the competitors come off the mountain.*



*The driver searching for traction in the dirt on approach to “Bottomless Pit.” This section is now paved. Woolnough photo*

*Keith Davidson’s 1963 Sprint and Chip Hane’s 1965 Mustang. Mike Rogers photo*







Rodney, Chip, Grant, Keith and Walt on the first morning of practice on Pikes Peak 2010. As *Monster Tajima* would say "Good Grrraavell!" Hane photo.

reached the summit are impounded. There is no way down until the final racer reaches the finish line. It's usually very chilly at the top; racers carry gloves, hats and down jackets in the trunks of their race cars to deal with the 50 degree temperature drop from the start to finish.

Vendors sell sandwiches and sodas for the racers to eat while waiting and watching the other cars as they come around Olympic Corner to get the checkered flag.

Last year, Max Papis, a world-renowned road-racer approached Keith at the top of the mountain and asked who was driving "the Falcon" Keith said, "I was." Max reached out and shook Keith's hand and said "Nice driving; I like the way you go through the corners."

Moments later it was announced that Keith took First Place among the 15 competitors in his class. After all the racers have reached the summit, they regroup and form a single file line. It's another mob scene as excited spectators line both sides of the road as the race cars start their slow descent. They take photos, high-five the drivers, give thumbs-up, and just want to touch the cars and drivers as they pass by. It's an enormous show of appreciation from the fans as they share their excitement with the drivers. The first year that Keith raced the mountain, he didn't know about this ritual that happened on the way down. He said that he was "completely overwhelmed" and had tears in his eyes the whole way down to the starting line.

The awards ceremony is held at the starting line. Winners are announced and given their awards to the cheers of the excited spectators.

Keith has experienced a podium finish every time in his racing career at Pikes Peak.

Some racers will say it's the horsepower, some will say it's the challenge of the hill, but all the racers know and appreciate the dedication and enthusiasm of the spectators that keep them coming back year after year for the "Race to the Clouds."

—Ronnie Crawford (FCA #4790)  
Denver, Colorado

For additional information, check the web for [mightyfalconracing.com](http://mightyfalconracing.com) or search for Evergreen Performance Systems, Pikes Peak Hill Climb, Rocky Mountain Vintage Racing, SCCA, and Sunstar Toys (USA collection #4551). On YouTube, key in "The Mighty," "1963 Falcon Sprint," or "Keith Davidson." This article was previously printed in the June 2011 issue of *The National Falcon News*.

Coming Soon: Watch for a new companion article on Keith and "Mugsy."



At the Ski Area (elevation 10,000 feet) about a third of the way up. This photo was used for the diecast model of *The Mighty*.



The middle section of the Pikes Peak Hill climb is called the Ws because the road has several tight switch-backs like this one. Shock towers had better be "welded in real good."

—Continued from page 11

Original 1963 Sprint chrome air cleaner, fair condition, \$150. C20Z-13A821-A contact brushes, four pieces, \$30. C60Z-14413-A glove box lamp switch, fits many models including 1966-69 Falcon, \$75. C60Z-18578-A heater switch, fits 1966-67 Fairlane and Ranchero without factory air, \$75. C60Z-17A511-A wiper motor switch cover, fits many models including 1966-71 Ranchero, \$60. D00Z-18567-A heater switch fits 1970-71 Torino, \$85. All parts NOS, except for air cleaner. All prices plus shipping and insurance. John Simone, 413-336-5307, Easthampton, MA. 180625

Parting '60-'65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. Steve, 360-430-0143. WA. 180618

Don Branson's 35 year collection of good used parts for 1960-69. Hoods, \$75; doors, \$75; grilles, \$150-\$800. Headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels, hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357, phone 636-228-4501; email jlwbranson@mail.win.org. MO. 180720

## PARTS WANTED

1963 Falcon Delux two door wagon parts. They must be in excellent condition, either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and/or manual tailgate window parts, tailgate springs hinges, etc. Keith Litteken, 11394 Revere Ln, St. Louis MO 63128-1416. 314-480-2556 or kslitteken@aol.com 180705

Need the attaching clips, 10 will do nicely, for the 1963 Falcon dash pad stainless. These attaching clips slid into the narrow stainless trim that holds down the padded dash to the dashboard. Have photos if needed. The clips are 5/16" x 1/2" (head of clip) x 3/4" long. Note: The attaching clips from the 1964-65 Falcons are similar but will not work on the '63s as they are too big. Steve Brown, Roseburg, OR, 541-440-2697 or theobrowns@charter.net 180617

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# LET'S PLAY: Name that Bolt!

Here is a picture of a bolt that I recently took off of a 1964 Falcon hardtop, six cylinder, two speed automatic. Can you name where the bolt belongs?

*Hint: It was in the engine compartment.*



Give up?

If you guessed shock tower caps, give yourself a cookie! If you guessed wrong, do not be too hard on yourself. This is what the shock tower cap bolts actually look like.



And then there is this one—an excellent example of what I call the “Floor Sweepings” method of car repair. It is used when you do not have the correct bolt, nut, washer, etc., just sweep the floor of your shop or garage. You are bound to find something that you can make work. NOPE! Please folks, do not be like this guy. Use the correct hardware on your Falcon. Almost everything on your Falcon is reproduced or available at your local hardware store.

—Jeff Schira (FCA #6235)  
Mansfield, Texas

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# My First Classic Car

By Wally Peterson

My life seems to have been centered around cars in one way or another. Maybe it's because I was born and raised in the Motor City! I have also always enjoyed working on mechanical things, which came in handy trying to keep my various old cars running during my high school years and beyond. So I guess it's not too surprising that, as I was growing up, I only thought about going to work for one of three companies: Ford, GM or Chrysler. After graduating college, I chose to go to work for Ford, which I've always considered a great decision.

For a very long time I had wanted a classic car to work on and enjoy; however, my career with Ford kept us on the move—literally. By the time we seemed to be settled in one location, we were being moved again to my next assignment. So my search in earnest for that perfect classic Mustang didn't really kick in until we moved from Omaha to Kansas City in 1991. By the time I had finally found what I considered to be a suitable car, which was actually a 1964 Falcon Sprint, we were on our way to an assignment in Tokyo, Japan. Because it didn't make sense to buy a car and then place it in storage while we were overseas, I passed on the opportunity to purchase it. However, while overseas for the three years, I often wished I had.



Shortly after returning from Tokyo to Michigan, our new home, as well as the garage, was filled with moving boxes from Tokyo and Kansas City. One weekend, I mentioned to Judy that I had found a Falcon that I wanted to look at. I also told her not to worry as it was simply a distraction from unpacking boxes, and I was not even close to buying anything for a while. In addition, the price the owner was asking for the car was way too high. But after seeing this California plated, all original burgundy 1965 Falcon Futura convertible, that had recently been shipped to Michigan from southern California, I knew I wanted to make this work! After a short test drive, which went well except for a slow shifting C4 transmission, I told the owner that I liked it, but his asking price was way out of my price range. He explained to me that soon after he had bought this Falcon, the car he had been wanting to buy for a number of years had suddenly come up for sale and that he would entertain any offer for the Falcon. So, remembering that I had promised Judy that this was an “informational







only” trip, I made him what I thought was a very unreasonably low offer, and he accepted it. I told him I was concerned about the transmission shifting issue I had experienced on the test drive. It turned out to be low on transmission fluid. He offered to throw in the new car cover he had just purchased. With that, the deal was made,



it back to the original red, but I didn’t know the original convertible top color, which was currently black. To assist in solving this unknown, since it’s not recorded in the VIN or on any of the vehicle identification plates, I contacted the Ford Motor Company to obtain any historical information that might be available. I was told that any of those materials would be in the Benson Ford Research Center, located at the Henry Ford Museum in Dearborn. I then learned an appointment would be needed to be able to

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and I arranged to pick it up the following week. The trip back home was a bit uncomfortable as I rehearsed my “sales pitch” to Judy.

Although I knew the Falcon was originally red in color with red interior, and that a previous owner had it painted burgundy, I leaned toward taking the “keep it original and stock” approach to everything I would do to improve and refresh this very nice original Falcon. I also thought I would eventually take





We'd like to wish a warm welcome to our new members. It's great having you as a part of the Falcon Club of America.

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Noble, OK

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Back in 2015, when Marilou and I purchased our first Ford Falcon, little did I ever think that a second Falcon would ever be in our future, but in 2016 we purchased our second Falcon. Three years have passed and Marilou and I have decided to step up our game. Not only have we purchased an F-150 to tow our Falcons around the country to the National Conventions, but we're thinking about adding a third 1963 Falcon to our collection.

Over the three years of being in the hobby, I've learned one thing about myself and that is that I like what is unique and hard-to-find. What's more unique than a Squire Wagon and what harder to find than a Super Deluxe Station Wagon? In the world of Falcons, not much. You see, according to falconregistry.com there were 1,461 Falcons built in 1963 with the body code of 71D. Of that number, only three Squires, with that body code, are listed on their site.

I started my search for our next Falcon by reaching to the owners of all three Squires. Although I was able to locate one car it needed a total renovation. The other two were sold. I continued by reaching out to every FCA chapter to see if they knew of any for sale and had no luck. I even reached out to the FCA President, Cliff McKay, for assistance to no avail.

Because of my lack of success with my personal contacts, I decided to turn to the Internet to see if I

# THE SQUIRE

can find a Falcon Squire on the web. I started scouring autotempest.com on a weekly basis to search all of Craigslist in one place and I constantly monitor eBay.com, barnfind.com, and bringatrailer.com. Through searching Google, I've located several Squires for sale but they are either the wrong year or not the Super Deluxe model. I did, however, find a website with a picture of a 1963 Super Deluxe Squire. On the webpage from 2009 I found a picture of a beautiful black Falcon Squire with the following caption;

*"1 OF 80" is the Florida license plate on this 1963 Ford Falcon Squire station wagon owned by Tammy Bennett. A sporty red interior has bucket seats divided by a center console, an AM radio and a factory A/C unit mounted under the dash. A roof-mounted luggage rack, wood grain sides along with deluxe wheel covers and whitewall tires enhance the black exterior, and power comes from a 260-cubic inch V-8 engine hooked up to an automatic transmission.*

I almost crapped myself when I saw the picture and read the caption. It sounded like the perfect car and I figured if I could locate not one but two

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# IN THE HAYSTACK?

self-regulating electric clocks and the trim for the vinyl roof on a 1963 Falcon hardtop, I could easily locate this car. Boy, was I wrong.

First, I tried contacting the website to see if they knew who the owner was and they had no idea who owned the car. I then tried dialing for dollars for a Tammy Bennett who lives in Florida and owns a Falcon Squire but got nowhere. I continued by reaching out to the Suncoast Chapter again to see if they recognized the name or the car and was told no. I even message Cliff again to see if the FCA kept records of past members, since there were no current FCA members with that name, and was told no. Needless to

say, I am little frustrated with my lack of success with finding this car, which is where you come in.

I am hoping that one of my Falcon brethren will recognize the car, the owner's name, or even the face of the person in the picture. Even if the car is not for sale, I'd like to know I found it so I can put the matter to rest. Feel free to contact me at 408-628-7397 or [jliessandrello@msn.com](mailto:jliessandrello@msn.com) if you have anything to share about this beautiful Squire or any other for that matter.

—John Lissandrello (FCA # 15402)  
Morgan Hill, California



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# My First Classic Car

—Continued from page 17

access any of that information. Unfortunately, when I arrived at my appointment time, I was informed that Ford records back in 1965 were not saved and that marketing brochures and advertising clips were the only materials they had on file. So, I concluded that the convertible top color would remain a mystery. As it turned out, years later when I was rebuilding the quarter window mechanisms in conjunction with replacing the car's red interior with a black interior kit purchased from Dearborn Classics, I found trimmings from the original "white" top inside the quarter window area.

Over time, I gradually drifted away from wanting to keep everything stock and began the "rebuilding" of our Falcon. This began with converting the single bowl master cylinder to a 1967 Mustang double bowl for "safety" reasons followed by a front disc brake conversion. Then, because the engine seemed tired the original 289 was rebuilt; after all, it was over 35 years old with a bit over 57,000 miles and using a little oil. When that engine didn't work out as planned, a more powerful Ford Racing 306 CID 340 HP Crate Engine with a more "street friendly" camshaft found its way into the engine compartment. With that extra HP, it just seemed right to convert the original bench seat to a set of rebuilt bucket seats. This project was accomplished by a trip to Florida to learn from and be mentored by the best—my good friend Dick Harrington. A Vintage Air unit was added to make summer trips more comfortable, and then it was treated to a little body work and complete paint job. The final upgrade was to have a prototype ididit Tilt Steering Column installed which

almost takes us up to "luxury" status. Looking back, it seems that just about every part has been replaced or refreshed, with a file drawer full of receipts to prove it! This has allowed us to very comfortably drive our Falcon anywhere in the country, and we plan to continue to do so.

Over the 20 years of ownership, our 1965 Falcon Futura convertible has become a member of the family, so much so that when our daughter was married in 2011, she asked to use the Falcon to travel from the church to the reception at the Dearborn Inn. Now that we have grandchildren, they too are getting interested in the Falcon which means that one of them will probably end up with it. But to be fair to our other grandchildren, I'm thinking we'll probably need to add a few more "classics" over the next several years—a notion that might not be as uncomfortable to fulfill as it was "selling" Judy on this first one!

—Wally Peterson (FCA #8226)  
Farmington Hills, Michigan

Article originally published in Member's Corner in *The Falcon Express*, Larry Shovan, editor, the bi-monthly publication of the Metro Detroit Falcon Club

**Wally Peterson has served on the Falcon Club of America Board of Directors for the past five years. Thanks Wally for your dedication to our Club.**

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**Street**  
MACHINE

## 1970 “XW” Silver Fox Gran Sport

How many times have you heard stories of ultra-rare, one-off factory-built specials that turn out to be nothing more than a myth or urban legend? Well, this incredible panel van is no myth, it's a bona fide one-of-one, special-order XW GS panel van that rolled off Ford's production line in September 1970.

The story goes like this: Melbourne's Doak family managed to convince Heath's Motors Ford in Geelong to order—and then Ford Australia to build—a unique XW van, equipped with all the factory GS goodies. Ford was reluctant, but the Doak family were very persuasive. They traded-in their near-new 327 HK Monaro to finance it, and in the end 20-year-old surf-mad Bruce Doak got his dream machine.

The Silver Fox van was registered (KSA-714) on Friday, 11 September 1970, and delivered through Peter Wright Ford, Footscray. It was so against Ford policy, they made the Doaks sign a paper stating they wouldn't sell the car for two years.

“I picked the car up Friday and christened it Friday night,” says the now 65-year-old Bruce Doak. “Cracked the underside of the console lid on that first night.”

The GS van served as Bruce's work truck, getting loaded up with carpet during the day and surfboards every weekend. Close mate Terry Klemm, of Klemm-Bell Surfboards, also used the van in one of the company's ads back in the day.

After a hard life, it was parked up in 1975. Unfortunately its time in storage, followed by a handful of other owners and a couple of dodgy repairs, wreaked havoc on this rare piece of Australian motoring. Enter the current owners: Jan and John Basso.

John had seen the craftsmanship that Steve Alldrick and the crew from Deluxe Rod Shop had put into Anthony Newman's EH Holden (SM, Dec '12), and decided he wanted the same for the XW.

“It was very rough,” Steve says of the van's condition when it first came to him. “It had a lot of rust, with bog an inch thick in places.”

Oddly, the normal XW/XY rust areas were pretty reasonable – instead it was like it had corroded from the outside in. Deluxe set about replacing all the rust-riddled tinwork, unpicking both quarters to repair





the inner structure. A complete lower half for one quarter (along with many other body sections and structural pieces) had to be fashioned from scratch. Three solid weeks were spent stitching together three different sets of wheelarches to create one mint set – only for Rare Spares to release reproductions a short time later!

John's vast parts collection helped things along, though. "The sheer volume of NOS stuff John had was staggering," Steve marvels. "I pulled hundreds of brand new 45-year-old parts out of original Ford boxes. Door skins, guards, tail-light housings, wiper motor, scuff plates, mouldings, heater controls, seatbelts, ignition switch, hubcaps, wheels, tyres – it was insane. What John didn't have, he knew someone he could barter with."

Another of John's good friends, Bob Dunlop, a self-confessed XW/XY

van tragic, researched a lot of the van's history. He also spent countless hours tracking down near-impossible-to-find parts like tailgate hinges and handles – of which he eventually had to find three, after number one wasn't up to scratch and number two was mutilated by a chrome plater.

—Continued on page 28



## SPECIFICATIONS

Colour: Ford Silver Fox

### ENGINE

Engine: 347ci Windsor

Intake: Ford SVO

Carb: Holley 650 double-pumper (modified)

Radiator: Re-cored original

Headers: Tubular with cast-iron-look coating

Exhaust: Repro 2¼in XW GS

Power/torque: 460hp/470ft-lb

### POWERTRAIN

Gearbox: Top Loader four-speed

Clutch: Extreme 11-inch

Diff: 9in, 3.50:1, 31-spline

### CHASSIS

Shocks: FoMoCo

Suspension: Factory springs, riveted ball joints

Brakes: PBR discs (f), standard drums (r)

### WHEELS & TYRES

Wheels: FoMoCo steelies with dress trims, 14x6 (f & r)

Tyres: Kelly Springfield ER70H14 (f & r)



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Terry Critser  
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## 1970 "XW" Silver Fox Gran Sport Panel Van

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"John is an GT judge and really knows his stuff," Steve says. "He wanted the van to be 100 per cent factory. It was in a million boxes when he bought it, with lots of missing or damaged parts. Finding all the correct bolts and clips was the biggest nightmare.

I also got personally involved, going to swap meets, searching for parts. Normally we don't do that with the types of cars we build."

Very little was farmed out; Mick Webb looked after the engine, Reid McInnes re-trimmed the seats and Scott from SG Auto

Electrical cleaned and re-taped the original loom. In fact, the van never left Deluxe's workshop throughout the entire four-year build. Dave Wicken wielded the spray gun, while Jim Wolstencroft and Mick McCallum also put in plenty of hours.

Despite being quite different to the builds Deluxe Rod Shop are renowned for—Steve freely admits the van has gone far beyond any of his other builds—the reaction has been amazing. Maybe people are recognizing that this is one urban legend that's actually for real.

—Submitted By  
Dene Callard



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We'd like to wish a warm welcome  
to our new members. It's great  
having you as a part of the Falcon  
Club of America.

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**FCA members** receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

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Ads and photos sent by mail and payments may be sent to: Janet Wilkerson, FCA Editor  
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**Be safe and hope to see you in Kansas!**

